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|---|---------------------------------|---------|-----|--------|---------|----------|-----------|-----|------|----|------|----------|----------|-----------|------|------|------|----|------|------------|----------|-----|-------|----------|----------|----------|----------|----------|-----|-------------|-------|----------|------------|-------|-----|-----|------------------------------|--------|-------|
| MOVEMENT | j | + † | | / | / _ | 1/2 | | | | | P | | _/ | 1 | 4 | 7/ | | | | | <u> </u> | 1 | | / | 1 | , | 7/2 | _ | | - | |] ; | P | | / | | | | - 1 |
| | \exists | | | | | | \dagger | | _ | 1 | 75 | | | - | | | | | | - | 1 : | ļſ | | _ | | - | | | | | | 1; | | | | | | | |
| PHASE | | | | 1 | | | | | | | | | 2 | | | | | | | | | | | | 3 | | | | | | | | | 4 | | | | | 4 |
| INTERVAL | 1 | ZA | | 28 | 2C | 2D | э | 4 | 5A | 5B | 5C | 5D | 6A | 6B 6 | GC 6 | 0 7/ | 78 | 7C | 70 | 8 | 9A 9 | B 9 | C 90 | 10A | 108 | 10C | 11A | 11B | 110 | 110 | 12 | 13 | 14A | 148 | 15A | 158 | 15C | 150 | |
| CHANGE TO | | | | 2 | | | / | 1 | | | 1 | | | 3 | | | | 4 | | | | 1 | | | 2 | | | 4 | | | | / | 1 | | | 2 | | - | |
| 143RD ST. E/B MID MAST ARM MOUNTED AND FAR RIGHT BRACKET MOUNTED SIGNALS AT ILL, 7 (SW I IWY.) | G | G | T | G | G | G | G | G | G | G | G | G | G | G | Y | 2 0 | G | G | G | R | R | RF | R | Я | R | R | R | R | R | R | G | G | G | G | G | G | G | G | |
| 143RD ST. E/B ND MAST ARM MOUNTED AND FAR LEFT SIGNAL'S AT ILL, 7 (SW HWY.) | <-G | <-G | | «.G | Y | R | R | R | R | R | R | R | R | R | RF | R | R | R | R | R | R | R F | R | R | R | R | R | R | R | R | <-G | <-G | <-G | <-G | <-G | <-G | Y | R | 1 |
| 143RD ST. E/B NEAR RIGHT, FAR RIGHT AND MID MAST ARM MOUNTED SIGNALS AT UNION ST. | G | G | | G | G | G | G | G | G | G | G | G | Y | R | R F | Y | R | R | R | R | R | RF | R | R | R | R | R | R | R | R | R | R | R | R | R | R | R | R | |
| 143RD ST. E/B END MAST ARM MOUNTED AND FAR LEFT MAST ARM MOUNTED SIGNALS AT UNION ST. | ⊀-G | Y | | R | R | R | Ŗ | R | R | R | R | R | R | R | RF | B | R | R | R | R | R | R F | R | R | R | R | R | R | R | R | R | R | R | R | R | R | Ř | R | 1 |
| 143RD ST. W/B NEAR RIGHT AND FAR RIGHT SIGNALS AT ILL. 7 (SW HWY.) | R | R | | R | R | R | G | G | Y | R | R | R | Y G.> | | R F | | R | R | R | | R Y.> | R F | R | R G-> | R G-> | R G-> | R Y-> | R | R | R | R | R | R | R | R | R | °R. | R | |
| 143RD ST. W/B MAST ARM MOUNTED SIGNALS AT ILL. 7 (SW HWY.) | R | R | | R | R | R | G | G | ۲ | R | R | R | Y | R | R | R Y | R | R | R | R | R | RF | R | R | R | R | R | R | R | R | R | R | R | R | R | R | R | R | |
| 143RD ST. W/B MAST ARM MOUNTED AND FAR LEFT SIGNALS AT UNION ST. | R | R | | R | R | R | G | G | G | G | Υ | R | G | G | G (| 3 G | G | Y | R | | | 3 Y | R | G c-G | G <-G | G «-Y | G «-G | G <-G | Y | R | R | R | R | R | R | R | R | R | |
| ILL, 7 (SWHWY.) S/B NEAR RIGHT AND FAR RIGHT SIGNALS | R | R | | R | R | R | R | R | R | R | R | R | R | R | RF | R | R | R | R | G | Y | R F | R | Y | R | R | Y | R | R | R | R | R | R | R | R | R | R | R | |
| ILL. 7 (SW HWY.) S/B FAR LEFT AND CENTER SIGNALS | R | R | | R | R | R | R | R | R | R | R | R | R | R | R F | R | R | R | R | G e-G | Y | R F | R | Y | R | R | Y | R | R | R | R | R | R | R | R | R | R | R | |
| UNION ST. S/B SIGNALS | R | R | | R | R | R | R | R | R | R | R | R | R | R | R F | R | R | R | R | R | R | R F | R | R | R | R | R | R | R | R | G | G | Y | R | Y | R | R | R | |
| PEDESTRIAN SIGNALS CROSSING UNION ST. ON NORTH & SOUTH SIDE OF 143RD ST. | DW | DW | | DW | DW | DW | w | FL | | DW | DW | DW | ow | ow c | w D | W D | V/O | DW | DW | DW | DW D | WD | w Dv | אים / | DW | DW | DW | DW | DW | DW | DW | DW | DW | DW | DW | DW | DW | DW | 1 6 |
| PEDESTRIAN SIGNALS CROSSING 143RD ST. ON EAST & WEST SIDE OF UNION ST. | DW | DW | , , | DW | DW | DW | DW | DW | V DV | DW | DW | DW | DW | ow c | w D | W DV | N DW | DW | DW | DW | ow D | W D | w Dv | / DW | DW | DW | DW | DW | DW | DW | W- | FL DW | DW | DW | DW | DW | DW | DW | / C |
| TO APPEAR ONLY UPON PUSH-BUTTON ACTUAT FLASHING "DON'T WALK" IS TO TERMINATE AT TA ANALK" AND FLASHING "DON'T WALK" TIMINGS TO BO ON PILASES WHERE "WALK" AND FLASHING "DON'T INDICATED IN THE SEQUENCE OF OPERATION PILASE 3 IS TO SEND A RELEASE PULSE TO ILL. 7 (1) PILASE 2 IS TO SEPLACED ON RECALL. | TIE COMP E SET ON WALK" A | RE | | HE PEC | DESTRIA | N CLEARA | NCE | NTE | RVAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ERGENCY VEHICLE PREEMPTION SEQUENCE | OF OPE | RATIO | N | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | PAI | ROAD PR | REEMP | TIO |
| ANGE FROM NORMAL SEQUENCE OF OPERA | | T . | 1 | 1 | | 3 | 3 | _ | 3 | | _ | 9 | _ | - | T- | _ | | | _ | | | 1 | | | | REEM | | PIZO | UME | MPTO BER | OR PE | REEMF | TOR R 5 | | | | NGE FRO | M NOR | |
| INTERVAL NUMBER MERGENCY VEHICLE PREEMPTION SEQUENCE OPERATION INTERVAL NUMBER | OF 1A | 18 | 1C | | E 1F | 1G 1H | - | 111 | _ | | W 11 | 8 V 1 | P 1 | 8 Q 11 | R 15 | + | 12 | _ | / 19 | 12 V 12 | _ | 1 | 12 | _ | | | | | | | | | | TO | | SE | NGE FRO QUENCE AILROAD | M EME | RGE |
| CHANGE TO EMERGENCY VEHICLE PREEMPTING SEQUENCE OF OPERATION INTERVAL NUMBER | ON. 2 | | - | 1E 4 | _ | 1H 2 | - | 11 | + | _ | - | _ | + | R 3 | + | - | - | - | | - | | _ | A 1BE | 188 | | 2 | 9859 | 55 (36) | 3 | | | 4 | | SEQUE | | | OPE NGE TO R | ERATIC | ON IN |

SEQUENCE OF OPERATION

USER NAME = SE3

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| CHANGE FROM NORMAL SEQUENCE OF OPERATION | Π. | | | _ | _ | 1 | | | _ | _ | | | 1 | | _ | | _ | _ | | | _ | | | | | | PREEMPTOR NUMBER 3 | PREEMPTOR NUMBER 4 | PREEMPTOR NUMBER 5 | |
|--|-----|----|----|----|----|----|----|----|----------|----------|----|----|----------|----|----------|----------|----------|-----|-----|-----|-----|----|----|----------|-----|-----|-----------------------|-----------------------|-----------------------|---------------------------------------|
| INTERVAL NUMBER EMERGENCY VEHICLE PREEMPTION SEQUENCE OF | 1 | _ | 1 | _ | 1 | | 3 | | 3 | _ | 3 | | - | 8 | | 8 | 8 | | 12 | | | 12 | | | 12 | | | | | CLEA |
| OPERATION INTERVAL NUMBER | 1A | 18 | 10 | 1D | 1E | 1F | 1G | 1H | 1J | 1K | 1L | 1M | 1N | 1P | 10 | 1R | 15 | 1T | 10 | 17 | 1W | 1X | 1Y | 1Z | 1AA | 188 | 2 | 3 | 4 | NORM |
| CHANGE TO EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER | 2 | 10 | 3 | 1E | 4 | 1G | 1H | 2 | 3 | 1L | 1M | 4 | 1P | 2 | 1R | 3 | 4 | 10 | 1V | 2 | 1X | 1Y | 3. | 1AA | 188 | 4 | | | | 0 |
| 143RD ST. E/B MID MAST ARM MOUNTED AND FAR RIGHT BRACKET MOUNTED SIGNALS AT ILL. 7 (SW HWY.) | G | G | G | Υ | R | G | G | G | G | G | Y | R | R | R | R | R | R | G | G | G | G | G | G | G. | Υ | R | G | G | R | 0 |
| 143RD ST. E/B ND MAST ARM MOUNTED AND FAR LEFT \$IGNALS AT ILL. 7 (SW HWY.) | <-G | Υ | R | Y | R | R | R | R | R | R | R | R | R | R | R | R | R | <-G | <-G | <-G | <-G | Υ | R | <-G | Y | R | <-G | R | R | <> |
| 143RD ST. E/B NEAR RIGHT, FAR RIGHT AND MID MAST ARM MOUNTED SIGNALS AT UNION ST. | G | G | G | Y | R | G | G | G | G | G | Y | R | R | R | R | R | R | R | R | R | R | R | R | R | R | R | G | G | R | 0 |
| 143RD ST. E/B END MAST ARM MOUNTED AND FAR LEFT MAST ARM MOUNTED SIGNALS AT UNION ST. | <-G | Y | R | Y | R | R | R | R | R | R | R | R | R | R | R | R | R | R | R | R | R | R | R | R | R | R | <-G | R | R | <> |
| 143RD ST. W/B NEAR RIGHT AND FAR RIGHT SIGNALS AT ILL. 7 (SW HWY.) | R | R | R | R | R | G | Y | R | G | G | Y | R | R Y-> | R | R G-> | R G-> | R Y-> | R | R | R | R | R | R | R | R | R | R | G | R | ٥ |
| 143RD ST. W/B MAST ARM MOUNTED SIGNALS AT ILL. 7 (SW HWY.) | R | R | R | R | R | G | Y | R | G | G | Υ | R | R | R | R | R | R | R | R | R | R | R | R | R | R | R | R | G | R | 0 |
| 143RD ST. W/B MAST ARM MOUNTED AND FAR LEFT SIGNALS AT UNION ST. | R | R | R | R | R | G | Y | R | G | G | G | G | Υ | R | G <-Y | G | G <-G | R | R | R | R | R | R | R | R | R | R | G | G S-G | <> |
| ILL. 7 (SW HWY.) S/B NEAR RIGHT AND FAR RIGHT SIGNALS | R | R | R | R | R | R | R | R | R | R | R | R | Y | R | Υ | R | G | R | R | R | R | R | R | R | R | R | R | R | G | <> |
| ILL. 7 (SW HWY.) S/B FAR LEFT AND CENTER SIGNALS | R | R | R | R | R | R | R | R | R | R | R | R | Υ | R | Y | R | G <-G | R | R | R | R | R | R | R | R | R | R | R | G <-G | 0 |
| UNION ST. S/B SIGNALS | R | R | R | R | R | R | R | R | R | R | R | R | R | R | R | R | R | G | Υ | R | G | Y | R | G | Υ | R | R | R | R | |
| PEDESTRIAN SIGNALS CROSSING UNION ST. ON NORTH & SOUTH SIDE OF 143RD ST. | DW | DW | DW | DW | DW | FL | DW | DW | FL DW | FL DW | DW | DW | DW | DW | DW | DW | DW | DW | DW | DW | DW | DW | DW | DW | DW | DW | DW | DW | DW | • • • • • • • • • • • • • • • • • • • |
| PEDESTRIAN SIGNALS CROSSING 143RD ST. ON EAST & WEST SIDE OF UNION ST. | DW | DW | DW | DW | DW | DW | DW | DW | DW | DW | DW | DW | DW | DW | DW | DW | DW | FL | DW | DW | FL | DW | | FL DW | DW | DW | DW | DW | DW | 0 |

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STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

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DRAWN - PHL

CHECKED - BKS

DATE - \$SUBDATE

| RAILROAD PREEMPTION SEQUENCE OF OPERATION | | | | | | _ | | | NUN | MPTOR IBER 3 | NUN | MPTOR IBER 4 | PRE | EMPTOR MBER 5 | PREEMPTOR NUMBER 2 | 3 | | | | | | |
|--|-----|-----|----------|-----|----------|----------|----------|-----|-----|-----------------|-----|-----------------|----------|------------------|-----------------------|----------|----------|----------|----------|-----|------------|--|
| CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER | 1 | 1 | | 3 | | 8 | | 12 | | | | | | | 2.00 | | | | | | | |
| HANGE FROM EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER | | | | | 100 | | 120 | 100 | | 2 | 1 | 3 | 15000 | 4 | | | | | | | | |
| RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER | 1A | | 1 | 1D | 18 | 1F | _ | - | _ | 1K | 1L | 1M | 1N | 1P | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 7 |
| PHANGE TO RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER | 18 | 2 | 1D | 2 | 1F | 2 | 1H | 2 | 1K | 2 | 1M | 2 | 1P | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 100 | |
| 143RD ST. E/B MID MAST ARM MOUNTED AND FAR RIGHT BRACKET MOUNTED SIGNALS AT ILL. 7 (SW HWY.) 143RD ST. E/B | Υ | R | Y | R | R | R | Υ | R | Υ | R | Y | R | R | R | R | R | R | R | R | R | R | |
| END MAST ARM MOUNTED AND FAR LEFT SIGNALS AT ILL. 7 (SW HWY.) 143RD ST. F/R | Y | R | R | R | R | R | Y | R | Y | R | R | R | R | R | R | R | R | R | R | R | R | 1 |
| NEAR RIGHT, FAR RIGHT AND MID MAST ARM MOUNTED SIGNALS AT UNION ST. | Y | R | Y | R | R | R | R | R | Y | R | Υ | R | R | R | R | R | R | R | R | R | R | 1 |
| 143RD ST. E/B END MAST ARM MOUNTED AND FAR LEFT MAST ARM MOUNTED SIGNALS AT UNION ST. | Y | R | R | R | R | R | R | R | Y | R | R | R | R | R | R | R | R | R | R | R | R | |
| 143RD ST. W/B NEAR RIGHT AND FAR RIGHT SIGNALS AT ILL. 7 (SW HWY.) | R | R | G | G | R G-> | R G-> | R | R | R | R | G | G | R | R | G | Y | R | R | R | R | R | |
| 143RD ST. W/B MAST ARM MOUNTED SIGNALS AT ILL. 7 (SW HWY.) | R | R | G | G | R | R | R | R | . R | R | G | G | R | R | G | Υ | R | R | R | R | R | |
| 143RD ST. W/B MAST ARM MOUNTED AND FAR LEFT SIGNALS AT UNION ST. | R | R | G | G | G <-G | G 4.G | R | R | R | R | G | G | G <-G | G <-G | G ≼-G | G <-G | G <-G | G <-G | G <-G | Υ | R | |
| ILL. 7 (SW HWY.) S/B NEAR RIGHT AND FAR RIGHT SIGNALS | R | R | R | R | Y | R | R | R | R | R | R | R | Υ | R | R | R | R | R G-> | R Y-> | R | R | |
| ILL. 7 (SW HWY.) S/B FAR LEFT AND CENTER SIGNALS | R | R | R | R | Y | R | R | R | R | R | R | R | Y | R | R | R | R | R | R | R | R | |
| UNION ST. S/B SIGNALS | R | R | R | R | R | R | Υ | R | R | R | R | R | R | R | R | R | R | R | R | R | R | |
| PEDESTRIAN SIGNALS CROSSING UNION ST. ON NORTH & SOUTH SIDE OF 143RD ST. | DW | DW | FL DW | DW | DW | DW | DW | DW | DW | DW | DW | DW | DW | DW | DW | DW | DM | DW | DW | DW | DW | RESUME NORMAL SEQUENCE PHASE 1 |
| PEDESTRIAN SIGNALS CROSSING 143RD ST. ON EAST & WEST SIDE OF UNION ST. | DW | DW | DW | DW | DW | DW | FL DW | DW | DW | DW | DW | DW | DW | DW | DW | DW | DW | DW | DW | DW | DW | OR |
| NTERNALLY ILLUMINATED NO LEFT TURN SIGNS | NLT | NLT | NLT | NLT | NLT | NLT | NLT | NLT | NLT | NLT | NLT | NLT | NLT | NLT | NLT | NLT | NLT | NLT | NLT | NLT | NLT | EMERGENCY VEHICLE PREEMPTION SEQUEN |
| RT = "NO RIGHT TURN" OR | | | | | | | | | | | | | | | | | | HOLD | | | | TS 1915 |
| IRT = "NO RIGHT TURN" OR | | | | | | | | | | | | | | | | | | C | | | _ (| TS 1915 DRLAND I |

IL 7 (SOUTHWEST HWY) AT 143RD ST - SEQUENCE OF OPERATION, RTE.

SCHEDULE OF QUANTITIES, RR PREEMPTION /EVP SEQUENCE OF OP

OF SHEETS STA.

COUNTY | TOTAL | SHEET | NO. |
COOK | 65 | 43 |
CONTRACT | NO. | 60×65 |

SECTION

2013-076TS